THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) There is a proposal under consideration to develop a new international airport near Hyderabad and which would be a corporate entity.

Transfer policy of officers in AAI

1417. SHRI LAJPAT RAI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the norms fixed in regard to transfer of officials of Airports Authority of India, New Delhi particularly in communication wing;

(b) the number of officials working on the same stations from 5-10 and 15-20 years station-wise;

(c) the number of officials transferred within a short period station-wise and the reasons therefor;

(d) whether Government propose to adopt a comprehensive policy in this regard; and

(e) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) There is a comprehensive transfer policy which applies to all categories of staff in Airports Authority of India. This policy stipulate that except in cases of transfers to tenure stations the officers and staff shall not normally be transferred from one station to another station in the region before he/she completes a minimum period of three years at that station and from one region to another region before he/she completes five years in that region. However Group 'D' staff may not be normally transferred except on reduction of establishment/administrative reasons. Request for transfer when made shall be subject to the availability of vacancies and the merit of the case.

(b) The number of officials in communication wing working at the same station between 5 to 10 years and 15 to 20 years station-wise is given in the Statement. (*See* below)

(c) No official has been transferred within a short period.

(d) The comprehensive transfer policy for Airport Authority employees already exists.

(e) Does not arise.

Statement

Details of officers in communication wing working at the same station for 05-10, and 15—20 years as on 28/2/99

	Station	Continuous stay for years	
		5-10	15-20
1.	Agra	1	—
2.	Ahmedabad	9	—
3.	Amritsar	—	—
4.	Aurangabad	1	—
5.	Bangalore	10	—
6.	Belgaum	1	—
7.	Bhopal	2	—
8.	Bhubaneshwar	4	—
9.	Bhuj	1	—
10.	Bombay	37	3
11.	Calcutta	49	—
12.	Calicut	7	—
13.	Cate	8	—
14.	Coimbatore	1	—
15.	Dehradun	1	—
16.	Delhi	112	6
17.	Farukhabad	1	—
18.	Goa	1	—
19.	Guwahati	1	—
20.	Hyderabad	12	—
21.	Jabalpur	1	—
22.	Jaipur	9	—
23.	Jammu	3	—
24.	Jamshedpur	1	—
25.	Jodhpur	2	—
26.	Kanpur	1	—
27.	Khajuraho	1	—
28.	Lucknow	12	—
29.	Madras	27	3

	Station	*Continuous stay for years*	
	5-10	*15-20*	
30.	Madurai	2	—
31.	Mangalore	2	—
32.	Mohanbari	1	—
33.	Nagpur	9	1
34.	Pantnagar	1	—
35.	Patna	4	—
36.	Rajkot	1	—
37.	Ranchi	2	—
38.	Silchar	1	—
39.	Trichy	2	—
40.	Trivandrum	17	—
41.	Varanasi	4	—
42.	Vishakhapatnam	3	—
	TOTAL	365	13

Snags in ILS equipment installed at airports

1418. SHRI GHUFRAN AZAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government's attention has been drawn to the news-item captioned "New system no sound: ATCO" as reported in the Statesman dated 15th February, 1999;

(b) whether it is also a fact that technical snags have been found in ILS equipments installed at major airports as pointed out by Air Traffic Control Operators;

(c) *if so, the details thereof;* and

(d) the steps taken by Government to fix responsibility on those who procured the defective systems?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) Yes, Sir.

(b) and (c) The ILS equipments installed at major airports conforms to the required specifications. The new radar system at Delhi airport was made operational from 11th January, 1999 after carrying out various tests including System Site Acceptance Test (SSAT), Shake down test, and running the system for shadow operations. There were some teething problems inherent in the commissioning of a new project and these have been taken care of. However, any malfunction which is noticed, will be attended to by the trained technical personnel of Airports Authority of India as well as that of the equipment vendor as per the provision of warranty for the equipments.

(d) Does not arise.

लखनऊ-पंतनगर के बीच प्रस्तावित हवाई सेवा

1419. **श्री मनोहर कान्त ध्यानी:** क्या नागर विमानन मंत्री 15 दिसम्बर, 1998 को राज्य सभा में तारांकित प्रश्न 225 के दिए गए उत्तर को देखेंगे और यह बताने की कृपा करेंगे कि:

(क) लखनऊ—देहरादून—दिल्ली—पंतनगर के मध्य मै.यू.पी एयर या मै.जैगसन एयरलाइन्स द्वारा हवाई सेवा कब तक प्रारंभ कर दी जाएगी;

(ख) क्या राज्य सरकार की तरह केन्द्रीय सरकार भी हिमालय क्षेत्र में विमान यातायात को प्रोत्साहित करने के लिए एयरोटरबाइन ईंधन पर बिक्री कर से छूट जैसे कुछ प्रोत्साहनों की घोषणा करेंगी; और

(ग) यदि हां, तो कब तक और यदि नहीं, तो इसके क्या कारण हैं?

नागर विमानन मंत्री (श्री अनंत कुमार): (क) मैसर्स जैगसन एयरलाइन्स ने सूचित किया है कि उन्होंने लखनऊ—पंतनगर—देहरादून—दिल्ली सैक्टर पर विमान सेवा आरंभ करने के लिए उत्तर प्रदेश सरकार को एक विस्तृत प्रस्ताव भेजा है तथा उत्तर प्रदेश सरकार द्वारा इन सेवाओं के प्रस्ताव को स्वीकार किये जाने की पुष्टि हो जाने पर 15 दिनों के अन्दर आरंभ किया जा सकता है। यू.पी.एयर के विमान-बेड़े में उपलब्ध दो विमान प्रचालनात्मक नहीं हैं चूंकि विमान टक्कर परिहार प्रणाली संस्थापित नहीं की गई है। कंपनी ने सूचित किया है कि उपरोक्त सैक्टर पर प्रचालन विमानन टरबाईन ईंधन पर बिक्री कर छूट, मार्ग दिक्चालन सुविधा प्रभार, टर्मिनल